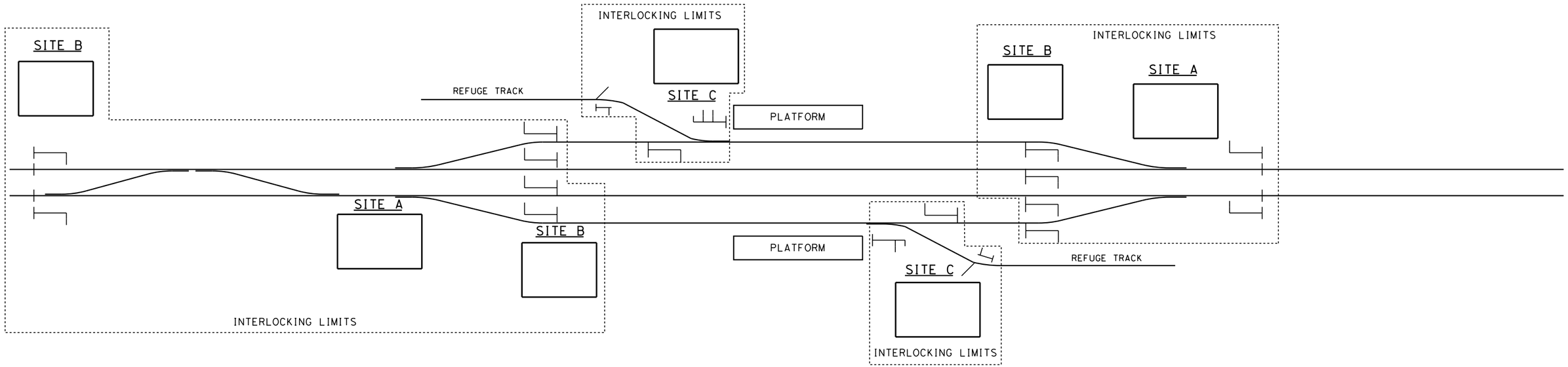

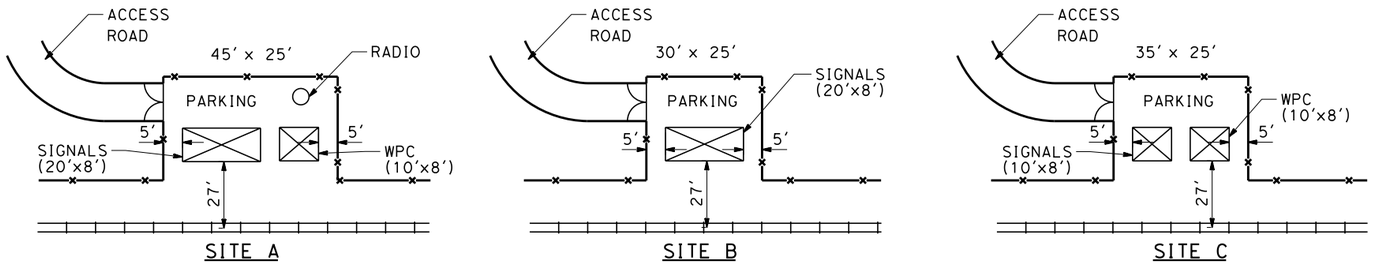

HOUSING WITHIN SITES

NOTES:

1. HOUSINGS MAY BE LOCATED ON EITHER SIDE OF THE TRACK BY DESIGNER PREFERENCE EXCEPT FOR HOUSINGS ADJACENT TO REFUGE TRACK. WPC HOUSING SHOULD BE LOCATED ADJACENT TO SIGNAL HOUSING.
2. COMMUNICATION EQUIPMENT WILL BE LOCATED WITHIN THE SIGNAL HOUSING
3. WPC - WAYSIDE POWER CONTROL CABINET WILL HOUSE RTU (REMOTE TERMINAL UNIT) AND DC POWER SUPPLY UNIT FOR MOTOR OPERATED DISCONNECT SWITCHES.
4. ACCESS ROADs 20′ WIDE MINIMUM.
5. VEHICLE ACCESS GATES 12′ WIDE MINIMUM.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY H. GLICKENSTEIN
DRAWN BY D. SOLTERO
CHECKED BY E. MORTLOCK
IN CHARGE R. SCHMEDES
DATE 06/08/10

PB PARSONS BRINCKERHOFF

CALIFORNIA HIGH-SPEED RAIL AUTHORITY
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CALIFORNIA HIGH-SPEED TRAIN PROJECT

TYPICAL INTERLOCKING LAYOUT AT STATIONS

CONTRACT NO. 13259
DRAWING NO. TM 3.3.2-A
SCALE NTS
SHEET NO.

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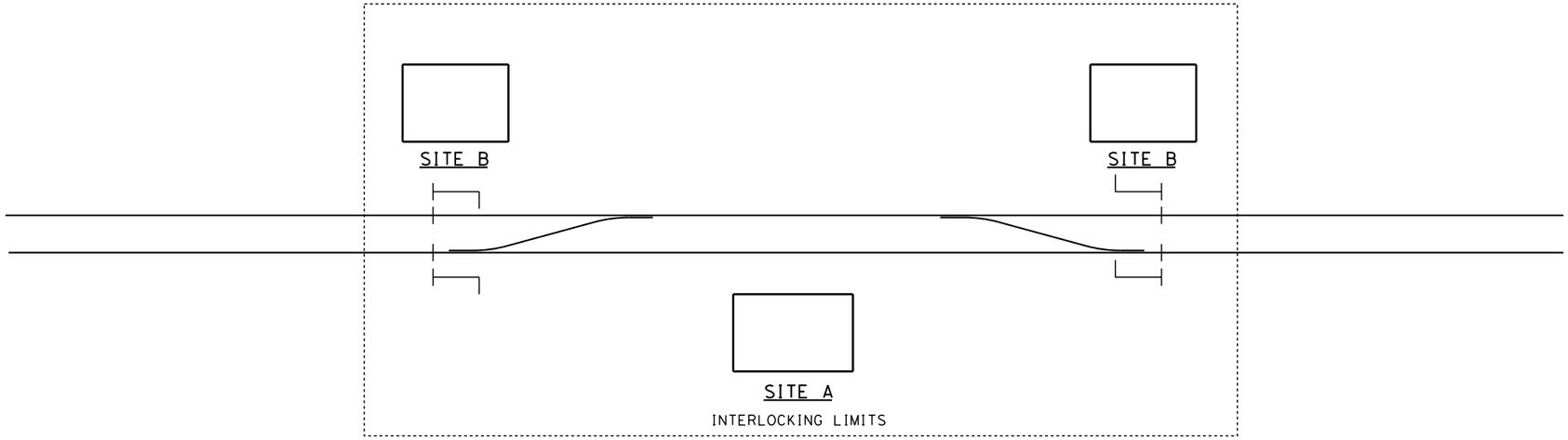
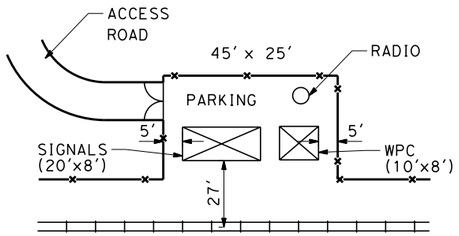
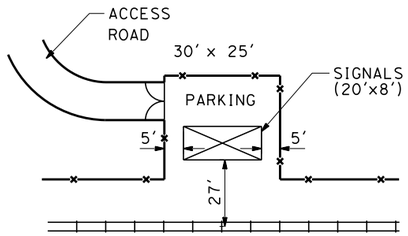




SITE A



SITE B

HOUSING WITHIN SITES

NOTES:

1. HOUSINGS MAY BE LOCATED ON EITHER SIDE OF THE TRACK BY DESIGNER PREFERENCE EXCEPT FOR HOUSINGS ADJACENT TO REFUGE TRACK. WPC HOUSING SHOULD BE LOCATED ADJACENT TO SIGNAL HOUSING.
2. COMMUNICATION EQUIPMENT WILL BE LOCATED WITHIN THE SIGNAL HOUSING
3. WPC - WAYSIDE POWER CONTROL CABINET WILL HOUSE RTU (REMOTE TERMINAL UNIT) AND DC POWER SUPPLY UNIT FOR MOTOR OPERATED DISCONNECT SWITCHES.
4. ACCESS ROADs 20′ WIDE MINIMUM.
5. VEHICLE ACCESS GATES 12′ WIDE MINIMUM.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY H. GLICKENSTEIN
DRAWN BY D. SOLTERO
CHECKED BY E. MORTLOCK
IN CHARGE R. SCHMEDES
DATE 06/08/10

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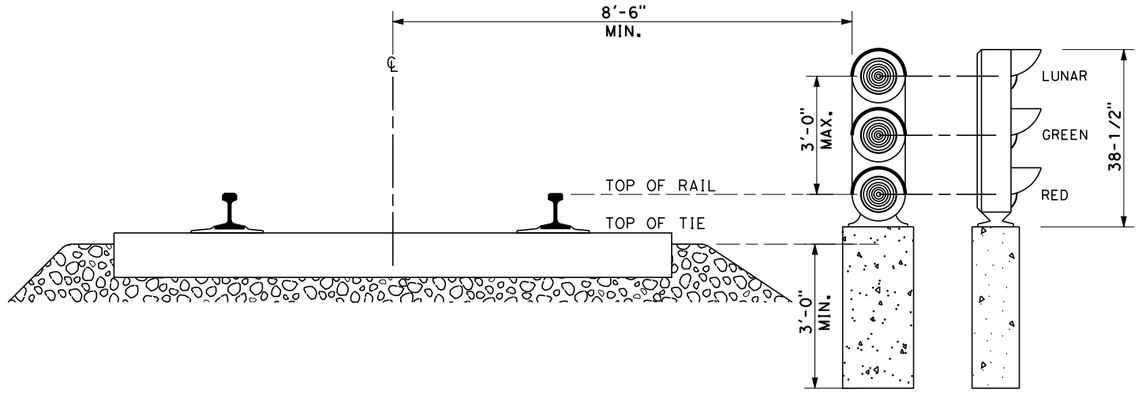
CALIFORNIA HIGH-SPEED TRAIN PROJECT

TYPICAL UNIVERSAL INTERLOCKING LAYOUT

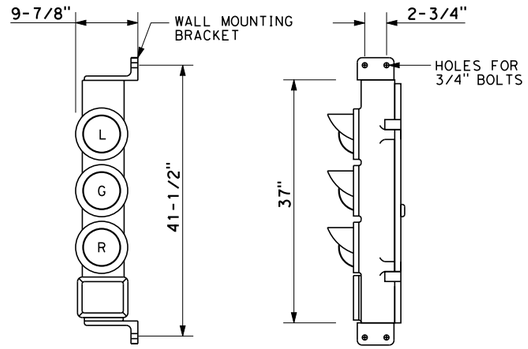
CONTRACT NO. 13259
DRAWING NO. TM 3.3.2-B
SCALE NTS
SHEET NO.

NOTE:

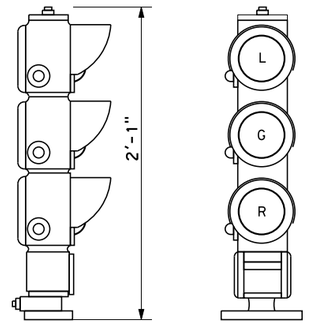
1. GUIDANCE GIVEN FOR MINIMUM CLEARANCE BETWEEN SIGNAL AND CENTERLINE OF TRACK. ACTUAL CLEARANCES SHALL COMPLY WITH TM 1.1.10.



TYPICAL DWARF SIGNAL WITH 8-3/8" LENSES



TYPICAL WALL - MOUNTED SIGNAL



TYPICAL LOW LEVEL SIGNAL

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: H. GLICKENSTEIN
DRAWN BY: D. SOLTERO
CHECKED BY: E. MORTLOCK
IN CHARGE: R. SCHMEDES
DATE: 06/08/10

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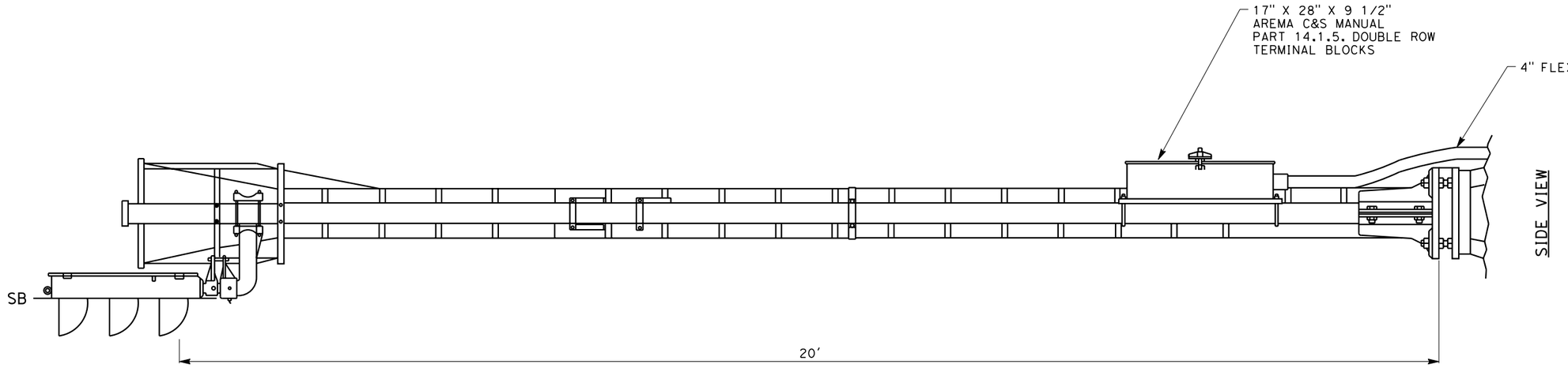
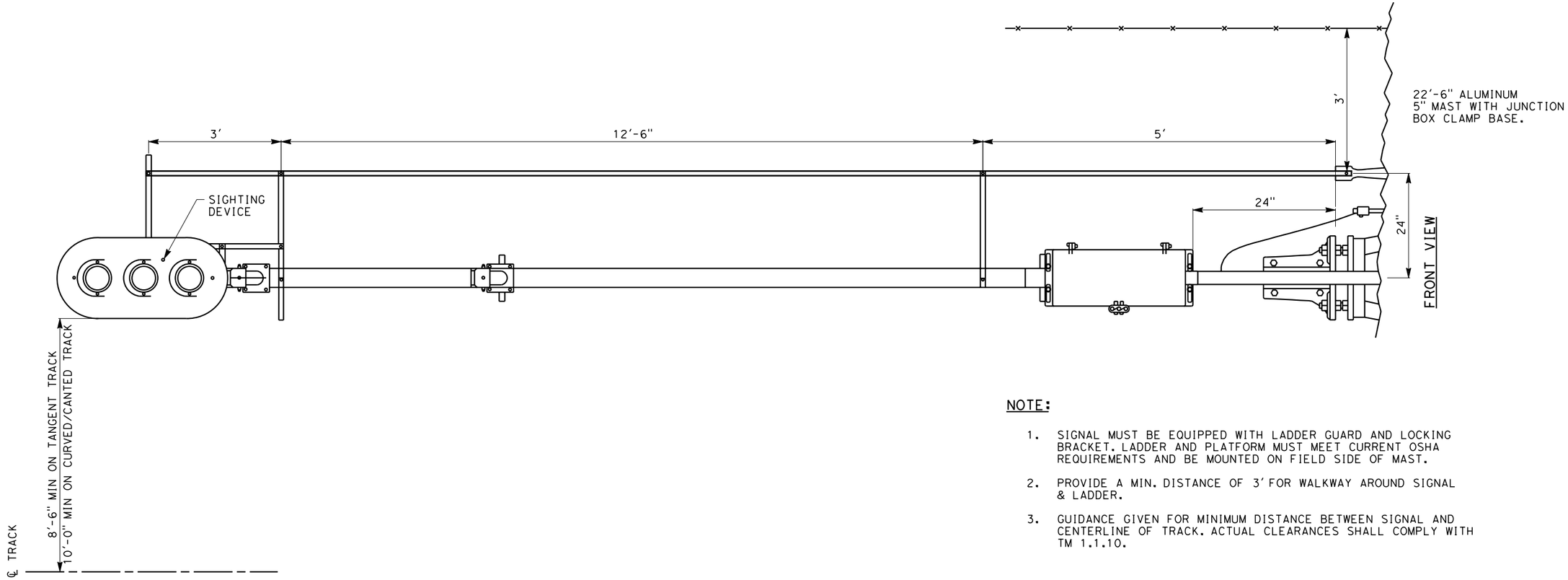
TYPICAL WAYSIDE LOW LEVEL SIGNAL

CONTRACT NO. 13259
DRAWING NO. TM 3.3.2-C
SCALE NTS
SHEET NO.





NOTE:

1. SIGNAL MUST BE EQUIPPED WITH LADDER GUARD AND LOCKING BRACKET. LADDER AND PLATFORM MUST MEET CURRENT OSHA REQUIREMENTS AND BE MOUNTED ON FIELD SIDE OF MAST.
2. PROVIDE A MIN. DISTANCE OF 3' FOR WALKWAY AROUND SIGNAL & LADDER.
3. GUIDANCE GIVEN FOR MINIMUM DISTANCE BETWEEN SIGNAL AND CENTERLINE OF TRACK. ACTUAL CLEARANCES SHALL COMPLY WITH TM 1.1.10.

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY H. GLICKENSTEIN
DRAWN BY D. SOLTERO
CHECKED BY E. MORTLOCK
IN CHARGE R. SCHMEDES
DATE 06/08/10

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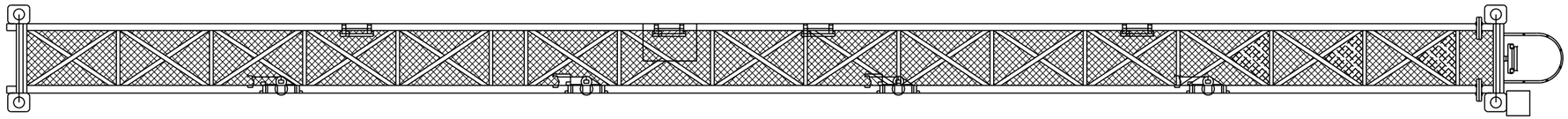
TYPICAL GROUND MAST SIGNAL

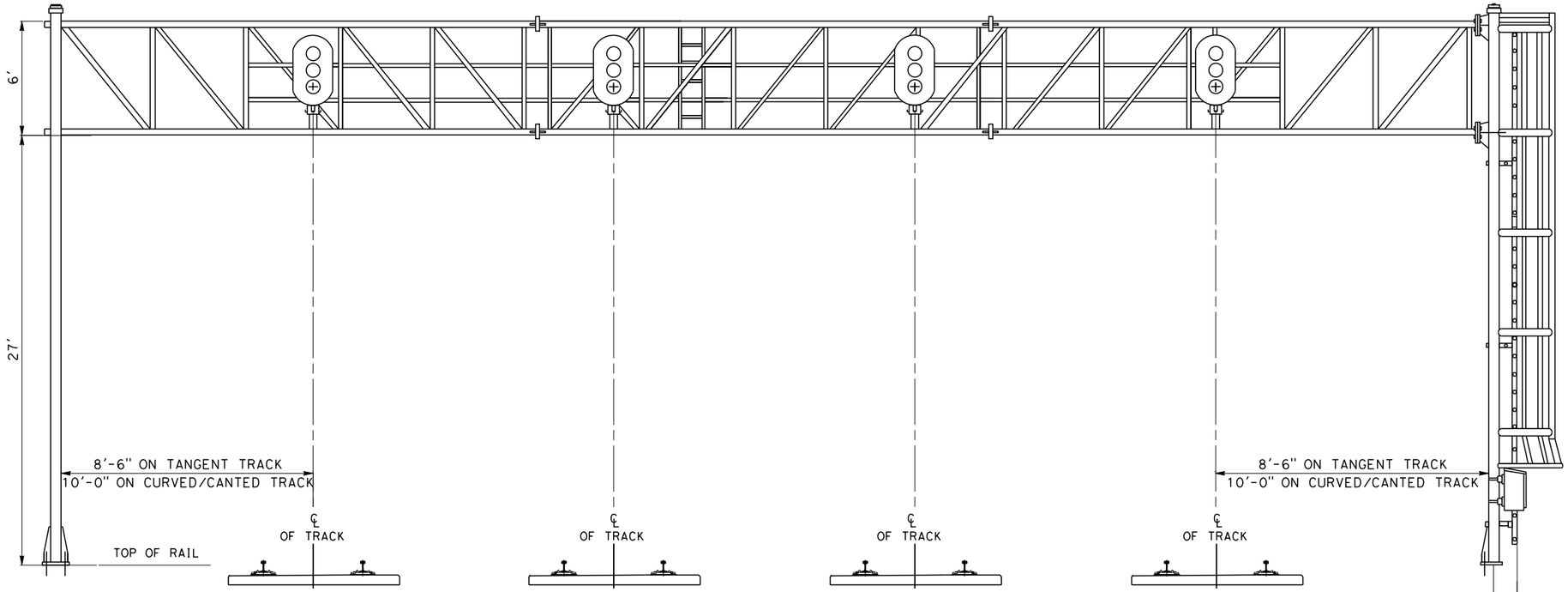
CONTRACT NO. 13289
DRAWING NO. TM 3.3.2-D
SCALE NTS
SHEET NO.



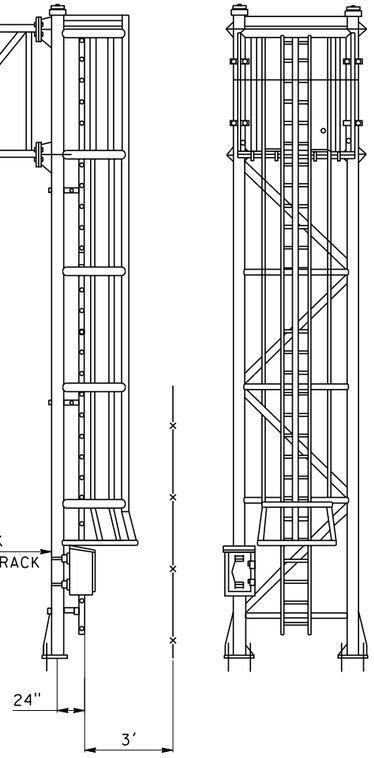
TOP VIEW

NOTE:

1. BASES OF BRIDGE MAST TO BE LEVEL WITH TOP OF HIGHEST RAIL AND IN LINE WITH OCS POLES. CLEARANCES INDICATED ARE ABSOLUTE MINIMUMS. SEE TM 1.1.10.
2. 41" X 73 3/4" X 24" FREE STANDING POWDER COATED STEEL JUNCTION CASE REQUIRED WHERE MAST MOUNTED JUNCTION CASE DOES NOT HAVE SUFFICIENT CAPACITY.
3. BRIDGE LADDERS AND CAGES SHALL MEET ALL OSHA REQUIREMENTS.



FRONT VIEW



SIDE VIEW

FOOTING REQUIREMENTS:

1. A DISTANCE OF 3' SHALL BE PROVIDED BETWEEN BRIDGE VERTICAL SECTIONS AND LADDER TO FENCE OR OTHER OBSTRUCTIONS

REV	DATE	BY	CHK	APP	DESCRIPTION

DESIGNED BY: H. GLICKENSTEIN
DRAWN BY: D. SOLTERO
CHECKED BY: E. MORTLOCK
IN CHARGE: R. SCHMEDES
DATE: 06/08/10

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TYPICAL SIGNAL BRIDGE

CONTRACT NO. 13289
DRAWING NO. TM 3.3.2-E
SCALE NTS
SHEET NO.

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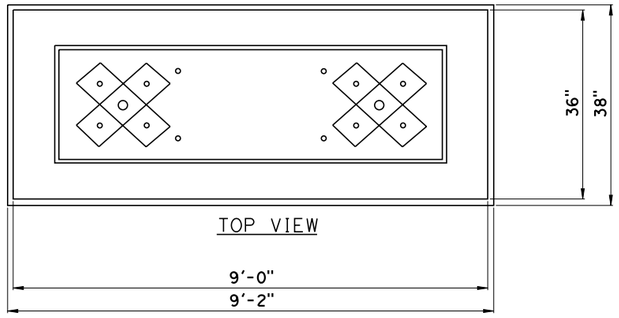
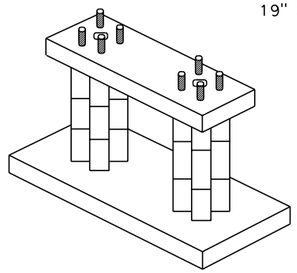
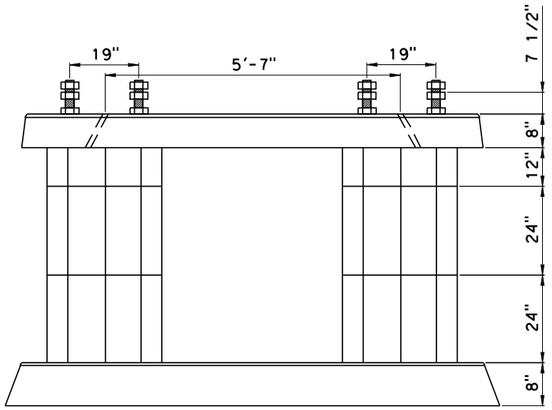
David



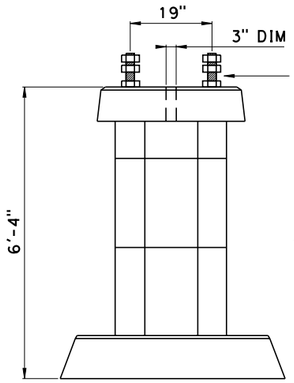
BRIDGE
TOTAL WEIGHT: 10700#
8- 1-1/2" X 84" BOLTS
BOLT PATTERN:
19" X 19"



ISOMETRIC VIEW



FRONT VIEW



SIDE VIEW

SIGNAL BRIDGE FOUNDATION

NOTE:

1. CONCRETE SHALL BE IN ACCORDANCE WITH AREMA SPECIFICATIONS FOR CONCRETE STRUCTURES AND FOUNDATIONS.
2. TOP AND BOTTOM SURFACES OF ALL PARTS SHALL BE FLAT AND PARALLEL.
3. STEEL PLATE AND NUT ASSEMBLIES SHALL BE PLACED SUCH THAT WHEN ASSEMBLED, THE BOLTS WILL BE PERPENDICULAR TO THE BASE PLATE UPPER SURFACE WITHIN ONE DEGREE OF PERPENDICULAR.
4. NUT ASSEMBLY SHALL BE ARRANGED SO THAT ONE NUT AND FLAT WASHER WILL BE USED TO SECURE ANCHOR BOLTS TO FOUNDATION. ANOTHER NUT AND FLAT WASHER WILL BE USED TO LEVEL THE BRIDGE AND OR CANTILEVER MAST AND A THIRD NUT/WASHER COMBINATION TO SECURE MAST IN PLACE.
5. PROVIDE A MINIMUM OF 3' FOR WALKWAY AROUND BRIDGE VERTICAL SECTIONS AND LADDER TO FENCE OR OTHER OBSTRUCTIONS

REV	DATE	BY	CHK	APP	DESCRIPTION

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CHECKED BY: E. MORTLOCK
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TYPICAL SIGNAL BRIDGE FOUNDATION

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DRAWING NO. TM 3.3.2-F
SCALE NTS
SHEET NO.